

DRAFT 3-27-2022 for Public Review

Short Conformity Report for April 2022 Knoxville Regional TPO TIP Amendment

Project ID:

- 1. TIP ID# 20-2020-012 / KRMP ID# 09-257 & 09-258 – Relocated Alcoa Hwy (SR-115/US-129) from Proposed Interchange at Tyson Blvd to Existing SR-115 at South Singleton Station Road**

Introduction

This report constitutes a conformity determination being made on an air quality non-exempt project amendment to the FY 2020 – 2023 Knoxville Regional TPO Transportation Improvement Program (TIP). The TIP is the federally required short-range document that is a subset of, and implements the Regional Long-Range Transportation Plan of the TPO – currently known as Mobility Plan 2045.

Transportation Air Quality Conformity Background

Transportation conformity is a mechanism to ensure that federal funding is not used on transportation programs or projects that are not consistent with the air quality goals of the Tennessee State Implementation Plan for maintaining the attainment status of the Knoxville Region with respect to the National Ambient Air Quality Standards (NAAQS) established by the Clean Air Act. The Knoxville Region is currently designated as an Air Quality Maintenance Area for the criteria pollutants of Fine Particulate Matter (PM_{2.5}) and Ozone.

Current Conformity Status

The current Mobility Plan 2045 was adopted by the TPO Executive Board on April 28, 2021 and the Air Quality Conformity Determination was approved by the U.S. Department of Transportation (U.S. DOT) on May 31, 2021. The FY 2020-2023 TIP was adopted by the TPO Executive Board on October 23, 2019. Air Quality Conformity for the 2020-2023 TIP was approved by the U.S. DOT on December 6, 2019.

A copy of the most recent full Air Quality Conformity Determination Report can be found at: <https://knoxmobility.org/home/review/final/2021/air-quality-report.pdf>

Project Amendment Details

Periodically, as needs and conditions change, it becomes necessary to modify the Plans described above. The current action involves amending the current TIP to increase the funding for the construction phase of this project based on updated cost estimates. Since the affected project is already included in the existing Mobility Plan 2045, it has therefore been previously accounted for in the regional emissions analysis used to determine transportation conformity. The TPO staff believes that the previously programmed horizon year and scope for this project is also still appropriate based on the proposed action and current project description as described in more detail below.

Following is additional information regarding the proposed amendment and the before/after TIP profile pages are included as Attachment 1:

1. TIP Project #20-2020-012, Mobility Plan 2045 Project #'s 09-257 & 09-258 – Relocated Alcoa Hwy (SR-115/US-129) from Proposed Interchange at Tyson Blvd to Existing SR-115 at South Singleton Station Road Stage 1 in Blount County. Funding for CONST in FY 2022 is increased from \$80,000,000 to \$111,700,000 of NHPP funds. The total project cost is increased to \$111,700,000. The project is to be managed and let to contract by TDOT. Project description and other details are unchanged.

This project was amended into the TIP in September 2021 and involves combining two segments of a very large road project into one in order to provide for the most logical construction sequencing needed to maintain traffic access to major destinations throughout the construction period. The construction funding provided for this project completes a significant portion of the project in what's known as Stage 1 of a "stage construction" approach and the construction funds for the remaining items will be programmed at a later date to fully complete the project in Stage 2.

The two project phases affected by this amendment are included in the Mobility Plan in the 2026 Conformity Horizon Year.

Figure 1 on the following page shows an excerpt from the Mobility Plan Conformity Determination Project List showing this project (in two phases).

Figure 1: Mobility Plan 2045 Project List showing Relocated Alcoa Hwy Projects from Tyson Blvd to South Singleton Station Rd

Table D-1 – Projects from Knoxville TPO 2045 Mobility Plan Subject to Conformity (continued)

Project Name	KRMPID	FY 2020-2023 TIPID	From	To	Length (miles)	Final Description	Conformity Analysis Year	Exempt Status	Regional Significance
Sevierville Rd (SR-35/US-411) Widening	09-214	20-2014-059	Washington St (SR-35)	Walnut St	0.58	Reconstruct from two lanes to three lanes, curb and gutter, and sidewalks with intersection improvements.	2026	Non-Exempt	Regionally Significant
Carpenters Grade Rd Reconstruction and Intersection Improvements	09-223	20-2017-042	Raulston Rd	Cochran Rd	0.89	Reconstruct 2-lane road with addition of turn lanes and sidewalk. Construct a signalized intersection at Peterson Ln, Cochran Rd and Raulston Rd intersection.	2026	Exempt	N/A - Exempt
Pellissippi Pkwy (SR-162) Extension	09-232	20-2014-025	Old Knoxville Hwy (SR-33)	Lamar Alexander Pkwy (US-321/SR-73)	4.4	Construct new 4-lane highway	2026	Non-Exempt	Regionally Significant
Relocated Alcoa Hwy (SR-115/US-129)	09-257	20-2014-035	Proposed Interchange at Tyson Blvd	Pellissippi Pkwy (SR-162)	2.9	Construct new 4-lane divided highway with auxiliary lanes and new interchanges at McGhee Tyson Airport access, Wright Rd and Pellissippi Pkwy (SR-162)	2026	Non-Exempt	Regionally Significant
Relocated Alcoa Hwy (SR-115/US-129)	09-258	17-2014-084	Pellissippi Pkwy (SR-162)	South Singleton Station Rd	1.3	Construct new 4-lane divided highway with auxiliary lanes and new interchange at Singleton Station Rd	2026	Non-Exempt	Regionally Significant

Statement of Conformity

The Knoxville Regional TPO reaffirms the applicable conformity findings with the above described amendment based on the ability to rely on a previous emissions analysis under federal Transportation Conformity Rule found at: 40 CFR 93.122(g). The TPO is relying on the most recent completed regional emissions analyses for:

- 2006 Daily PM2.5 Standards – The regional emissions analysis completed for Mobility Plan 2045 and FY 2020-2023 TIP amendments adopted in April 2021 and conformity finding by U.S. DOT on May 31, 2021. The geographic coverage includes all of Anderson, Blount, Knox and Loudon counties and a small portion of Roane County.
- 2008 8-Hour Ozone Standard – The regional emissions analysis completed for Mobility Plan 2045 and FY 2020-2023 TIP amendments adopted in April 2021 and conformity finding by U.S. DOT on May 31, 2021. The geographic coverage includes all of Blount and Knox counties plus a portion of Anderson County.

Following are the requirements from 40 CFR 93.122(g) for relying on a previous regional emissions analysis and findings for how such have been met for these amendments:

- i.) The new plan and/or TIP contains all projects which must be started in the plan and TIP's timeframes in order to achieve the highway and transit system envisioned in the transportation plan.

Finding: This project is already included in the existing Mobility Plan with the KRMP Project ID #'s and horizon years noted above. The required air quality horizon years analyzed for the Mobility Plan were:

- 2026 – First Horizon Year within 10 years from base year used to validate transportation demand planning model (2018)
- 2035 – Year such that there are no more than 10 years between analysis years
- 2045 – Final Year of Mobility Plan 2045

In addition to the required horizon years noted above, there was an additional analysis year of 2028 based on the final year of the Maintenance Plan for the Daily PM2.5 standard. This analysis year was not modeled directly for on-road mobile source emissions and used linear interpolation between year 2026 and 2035 outputs instead.

Following is a discussion of the project's conformity horizon year and its continued relevance based on the proposed TIP amendments:

1. TIP Project #20-2020-012, KRMP Projects #09-257 and 09-258 – Relocated Alcoa Hwy (SR-115/US-129) Phase 1 and 2. These projects are in the Conformity 2026 Horizon Year, which is appropriate given that both are segments of the same project which are now being combined together. This is a high priority project for TDOT and construction funds were allocated in the most recent TDOT 3-year Program.

- ii.) All plan and TIP projects which are regionally significant are included in the transportation plan with design concept and scope adequate to determine their contribution to the transportation plan's and/or TIP's regional emissions at the time of the previous conformity determination.

Finding: This project amendment and all other regionally significant plan and TIP projects have been adequately described in order to determine their contribution to the regional emissions through the use of the Knoxville Regional TPO's travel demand forecasting model.

- iii.) The design concept and scope of each regionally significant project in the new plan and/or TIP are not significantly different from that described in the previous transportation plan.

Finding: These project amendments do not result in any modifications to the design concept and scope from how they were modeled in the Knoxville Regional TPO's travel demand forecasting model used for the regional emissions analysis to demonstrate conformity. The amendment involves only the addition of funding to cover a shortfall in the latest construction cost estimate. The project limits and scope are exactly the same as before.

- iv.) The previous regional emissions analysis is consistent with the requirements of 40 CFR 93.118 (including that conformity to all currently applicable budgets is demonstrated) and/or 40 CFR 93.119, as applicable.

Finding: The previous regional emissions analyses followed the requirements of 40 CFR 93.118 by demonstrating conformity to all currently applicable motor vehicle emissions budgets (MVEB). The current MVEB in effect for the 2008 Ozone Standard was made effective on July 13, 2015 and the current MVEBs in effect for the 2006 Daily PM2.5 standard was made effective on August 28, 2017 as noted in the conformity determination report.

Timely Implementation of TCMs

The applicable State Implementation Plans for the Knoxville Region do not contain any Transportation Control Measures; therefore, nothing in the amended TIP would interfere with their implementation.

Fiscal Constraint Analysis

The "before and after" TIP financial tables are included in Attachment 1 and demonstrate that the FY 2020 – 2023 TIP still meets financial constraint for all fiscal years.

Interagency Consultation and Public Involvement Analysis

The prior regional emissions analyses leading to U.S. DOT's approval on May 31, 2021 complied with all federal and state requirements for interagency consultation and public involvement. The amendments were reviewed by the Knoxville Area Air Quality Interagency Consultation Group for a 30-day period from February 22, 2022 to March 23, 2022 and no significant comments were received.

This amendment underwent a 30-day public comment period from March 27, 2022 to April 26, 2022 as per the Knoxville Regional TPO Public Involvement Plan and the following comments were received (TBD).

**ATTACHMENT 1 –
FY 2020 – 2023 TIP Before and After Profile Pages
and Financial Tables**

Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

ORIGINAL

TIP No.	20-2020-012	Revision No.	0	Mobility Plan No.	09-257
TDOT PIN	101651.04	STIP No.	2005023		
Project Name	SR-115 (US-129) (Relocated Alcoa Highway)				
Lead Agency	TDOT				
Total Project Cost	\$80,000,000				

Project Description	Stage construction including grade, drain, base, pave, signal, lighting, ITS, greenway, retaining wall, natural stream design, and bridge, from S. of proposed Wright Rd. interchange to N. of proposed SR-162 (Pellissippi Pkwy.) interchange, providing local connectivity for existing routes and destinations.				
Termini/Intersection	(Relocated Alcoa Hwy.) from proposed interchange at Tyson Blvd. to existing SR-115 at South Singleton Station Rd. Stage 1 (IA)				
Counties	Blount				
City/Agency					
Length	4.9	(miles)	Conformity Status	Non-Exempt	

Additional Details

Programmed Funds

FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2022	CON	NHPP	\$80,000,000	\$64,000,000	\$16,000,000	\$0	\$0
Total			\$80,000,000	\$64,000,000	\$16,000,000	\$0	\$0

Revision Date	9/22/2021
Revision Details	Amend TIP to add this non-exempt project. The project description is Stage construction including grade, drain, base, pave, signal, lighting, ITS, greenway, retaining wall, natural stream design, and bridge, from S. of proposed Wright Rd. interchange to N. of proposed SR-162 (Pellissippi Pkwy.) interchange, providing local connectivity for existing routes and destinations. CN phase costs in FY 2022 total \$80,000,000 (\$64,000,000 federal NHPP/\$16,000,000 state). This amendment adds \$80,000,000 (\$64,000,000 federal NHPP/\$16,000,000 state) to the TIP. The total project cost is \$80,000,000.
Previous TIP No.	<input style="width: 100%;" type="text"/>



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

AMENDED

TIP No.	20-2020-012	Revision No.	1	Mobility Plan No.	09-257
TDOT PIN	101651.04	STIP No.	2005023		
Project Name	SR-115 (US-129) (Relocated Alcoa Highway)				
Lead Agency	TDOT				
Total Project Cost	\$117,000,000				

Project Description	Stage construction including grade, drain, base, pave, signal, lighting, ITS, greenway, retaining wall, natural stream design, and bridge, from S. of proposed Wright Rd. interchange to N. of proposed SR-162 (Pellissippi Pkwy.) interchange, providing local connectivity for existing routes and destinations.				
Termini/Intersection	(Relocated Alcoa Hwy.) from proposed interchange at Tyson Blvd. to existing SR-115 at South Singleton Station Rd. Stage 1 (IA)				
Counties	Blount				
City/Agency					
Length	4.9	(miles)	Conformity Status	Non-Exempt	

Additional Details

Programmed Funds

FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2022	CON	NHPP	\$111,700,000	\$89,360,000	\$22,340,000	\$0	\$0
Total			\$111,700,000	\$89,360,000	\$22,340,000	\$0	\$0

Revision Date	4/27/2022
Revision Details	Amend project to update the construction cost estimate for this non-exempt project. CN phase costs in FY 2022 total \$111,700,000 (\$89,360,000 federal NHPP/\$22,340,000 state). This amendment adds \$31,700,000 (\$25,360,000 federal NHPP/\$6,340,000 state) to the project and TIP. The total project cost is increased to \$111,700,000.
Previous TIP No.	<input style="width: 100%;" type="text"/>



Table 1. Summary of Programmed Revenues

Funding Source	FY 2020	FY 2021	FY 2022	FY 2023	Total	Share (%)
ACNHPP	\$74,000,000	\$6,000,000	\$27,430,000	\$0	\$107,430,000	13.96
CMAQ	\$12,314,998	\$16,861,518	\$9,464,551	\$10,908,538	\$49,549,605	6.44
HIP	\$0	\$8,022,779	\$1,513,516	\$0	\$9,536,295	1.24
HPP	\$10,249,872	\$0	\$0	\$0	\$10,249,872	1.33
HSIP	\$12,561,100	\$5,500,000	\$1,312,500	\$875,000	\$20,248,600	2.63
HSIP-R	\$0	\$700,000	\$3,000,000	\$7,050	\$3,707,050	0.48
LIC	\$171,958	\$0	\$0	\$0	\$171,958	0.02
LOCAL	\$3,146,889	\$9,100,222	\$2,500,000	\$5,418,000	\$20,165,111	2.62
L-STBG	\$21,873,831	\$17,621,419	\$30,675,302	\$25,079,890	\$95,250,442	12.38
L-STBG-TA	\$0	\$250,000	\$2,321,240	\$0	\$2,571,240	0.33
NHPP	\$76,422,500	\$38,439,722	\$199,000,000	\$21,744,000	\$335,606,222	43.61
PHSIP	\$41,625	\$850,000	\$20,813	\$13,875	\$926,313	0.12
PRIVATE	\$0	\$242,022	\$715,789	\$0	\$957,811	0.12
RHSIP	\$950,000	\$0	\$0	\$0	\$950,000	0.12
SECTION 5307	\$8,919,689	\$8,980,763	\$8,666,341	\$8,666,341	\$35,233,134	4.58
SECTION 5310	\$0	\$1,753,225	\$861,825	\$861,825	\$3,476,875	0.45
SECTION 5339	\$974,664	\$895,630	\$931,120	\$931,120	\$3,732,534	0.48
S-STBG	\$18,100,000	\$25,643,292	\$2,800,000	\$16,800,000	\$63,343,292	8.23
S-STBG-TA	\$0	\$890,565	\$0	\$5,628,490	\$6,519,055	0.85
Total	\$239,727,126	\$141,751,157	\$291,212,997	\$96,934,129	\$769,625,409	100.00
Federal	\$131,429,196	\$104,184,257	\$210,190,994	\$74,256,782	\$520,061,229	67.57
State	\$100,572,595	\$19,410,303	\$68,612,980	\$10,999,761	\$199,595,639	25.93
Local	\$7,363,571	\$17,321,101	\$11,230,843	\$11,215,195	\$47,130,710	6.12
Other	\$361,764	\$835,496	\$1,178,180	\$462,391	\$2,837,831	0.37

Table 2. Summary of Programmed Expenditures

Funding Source	FY 2020	FY 2021	FY 2022	FY 2023	Total	Share (%)
ACNHPP	\$74,000,000	\$6,000,000	\$27,430,000	\$0	\$107,430,000	13.96
CMAQ	\$12,314,998	\$16,861,518	\$9,464,551	\$10,908,538	\$49,549,605	6.44
HIP	\$0	\$8,022,779	\$1,513,516	\$0	\$9,536,295	1.24
HPP	\$10,249,872	\$0	\$0	\$0	\$10,249,872	1.33
HSIP	\$12,561,100	\$5,500,000	\$1,312,500	\$875,000	\$20,248,600	2.63
HSIP-R	\$0	\$700,000	\$3,000,000	\$7,050	\$3,707,050	0.48
LIC	\$171,958	\$0	\$0	\$0	\$171,958	0.02
LOCAL	\$3,146,889	\$9,100,222	\$2,500,000	\$5,418,000	\$20,165,111	2.62
L-STBG	\$21,873,831	\$17,621,419	\$30,675,302	\$25,079,890	\$95,250,442	12.38
L-STBG-TA	\$0	\$250,000	\$2,321,240	\$0	\$2,571,240	0.33
NHPP	\$76,422,500	\$38,439,722	\$199,000,000	\$21,744,000	\$335,606,222	43.61
PHSIP	\$41,625	\$850,000	\$20,813	\$13,875	\$926,313	0.12
PRIVATE	\$0	\$242,022	\$715,789	\$0	\$957,811	0.12
RHSIP	\$950,000	\$0	\$0	\$0	\$950,000	0.12
SECTION 5307	\$8,919,689	\$8,980,763	\$8,666,341	\$8,666,341	\$35,233,134	4.58
SECTION 5310	\$0	\$1,753,225	\$861,825	\$861,825	\$3,476,875	0.45
SECTION 5339	\$974,664	\$895,630	\$931,120	\$931,120	\$3,732,534	0.48
S-STBG	\$18,100,000	\$25,643,292	\$2,800,000	\$16,800,000	\$63,343,292	8.23
S-STBG-TA	\$0	\$890,565	\$0	\$5,628,490	\$6,519,055	0.85
Total	\$239,727,126	\$141,751,157	\$291,212,997	\$96,934,129	\$769,625,409	100.00
Federal	\$131,429,196	\$104,184,257	\$210,190,994	\$74,256,782	\$520,061,229	67.57
State	\$100,572,595	\$19,410,303	\$68,612,980	\$10,999,761	\$199,595,639	25.93
Local	\$7,363,571	\$17,321,101	\$11,230,843	\$11,215,195	\$47,130,710	6.12
Other	\$361,764	\$835,496	\$1,178,180	\$462,391	\$2,837,831	0.37

Table 1. Summary of Programmed Revenues

Funding Source	FY 2020	FY 2021	FY 2022	FY 2023	Total	Share (%)
ACNHPP	\$74,000,000	\$6,000,000	\$27,430,000	\$0	\$107,430,000	13.41
CMAQ	\$12,314,998	\$16,861,518	\$9,464,551	\$10,908,538	\$49,549,605	6.18
HIP	\$0	\$8,022,779	\$1,513,516	\$0	\$9,536,295	1.19
HPP	\$10,249,872	\$0	\$0	\$0	\$10,249,872	1.28
HSIP	\$12,561,100	\$5,500,000	\$1,312,500	\$875,000	\$20,248,600	2.53
HSIP-R	\$0	\$700,000	\$3,000,000	\$7,050	\$3,707,050	0.46
LIC	\$171,958	\$0	\$0	\$0	\$171,958	0.02
LOCAL	\$3,146,889	\$9,100,222	\$2,500,000	\$5,418,000	\$20,165,111	2.52
L-STBG	\$21,873,831	\$17,621,419	\$30,675,302	\$25,079,890	\$95,250,442	11.89
L-STBG-TA	\$0	\$250,000	\$2,321,240	\$0	\$2,571,240	0.32
NHPP	\$76,422,500	\$38,439,722	\$230,700,000	\$21,744,000	\$367,306,222	45.84
PHSIP	\$41,625	\$850,000	\$20,813	\$13,875	\$926,313	0.12
PRIVATE	\$0	\$242,022	\$715,789	\$0	\$957,811	0.12
RHSIP	\$950,000	\$0	\$0	\$0	\$950,000	0.12
SECTION 5307	\$8,919,689	\$8,980,763	\$8,666,341	\$8,666,341	\$35,233,134	4.40
SECTION 5310	\$0	\$1,753,225	\$861,825	\$861,825	\$3,476,875	0.43
SECTION 5339	\$974,664	\$895,630	\$931,120	\$931,120	\$3,732,534	0.47
S-STBG	\$18,100,000	\$25,643,292	\$2,800,000	\$16,800,000	\$63,343,292	7.90
S-STBG-TA	\$0	\$890,565	\$0	\$5,628,490	\$6,519,055	0.81
Total	\$239,727,126	\$141,751,157	\$322,912,997	\$96,934,129	\$801,325,409	100.00
Federal	\$131,429,196	\$104,184,257	\$235,550,994	\$74,256,782	\$545,421,229	68.06
State	\$100,572,595	\$19,410,303	\$74,952,980	\$10,999,761	\$205,935,639	25.70
Local	\$7,363,571	\$17,321,101	\$11,230,843	\$11,215,195	\$47,130,710	5.88
Other	\$361,764	\$835,496	\$1,178,180	\$462,391	\$2,837,831	0.35

Table 2. Summary of Programmed Expenditures

Funding Source	FY 2020	FY 2021	FY 2022	FY 2023	Total	Share (%)
ACNHPP	\$74,000,000	\$6,000,000	\$27,430,000	\$0	\$107,430,000	13.41
CMAQ	\$12,314,998	\$16,861,518	\$9,464,551	\$10,908,538	\$49,549,605	6.18
HIP	\$0	\$8,022,779	\$1,513,516	\$0	\$9,536,295	1.19
HPP	\$10,249,872	\$0	\$0	\$0	\$10,249,872	1.28
HSIP	\$12,561,100	\$5,500,000	\$1,312,500	\$875,000	\$20,248,600	2.53
HSIP-R	\$0	\$700,000	\$3,000,000	\$7,050	\$3,707,050	0.46
LIC	\$171,958	\$0	\$0	\$0	\$171,958	0.02
LOCAL	\$3,146,889	\$9,100,222	\$2,500,000	\$5,418,000	\$20,165,111	2.52
L-STBG	\$21,873,831	\$17,621,419	\$30,675,302	\$25,079,890	\$95,250,442	11.89
L-STBG-TA	\$0	\$250,000	\$2,321,240	\$0	\$2,571,240	0.32
NHPP	\$76,422,500	\$38,439,722	\$230,700,000	\$21,744,000	\$367,306,222	45.84
PHSIP	\$41,625	\$850,000	\$20,813	\$13,875	\$926,313	0.12
PRIVATE	\$0	\$242,022	\$715,789	\$0	\$957,811	0.12
RHSIP	\$950,000	\$0	\$0	\$0	\$950,000	0.12
SECTION 5307	\$8,919,689	\$8,980,763	\$8,666,341	\$8,666,341	\$35,233,134	4.40
SECTION 5310	\$0	\$1,753,225	\$861,825	\$861,825	\$3,476,875	0.43
SECTION 5339	\$974,664	\$895,630	\$931,120	\$931,120	\$3,732,534	0.47
S-STBG	\$18,100,000	\$25,643,292	\$2,800,000	\$16,800,000	\$63,343,292	7.90
S-STBG-TA	\$0	\$890,565	\$0	\$5,628,490	\$6,519,055	0.81
Total	\$239,727,126	\$141,751,157	\$322,912,997	\$96,934,129	\$801,325,409	100.00
Federal	\$131,429,196	\$104,184,257	\$235,550,994	\$74,256,782	\$545,421,229	68.06
State	\$100,572,595	\$19,410,303	\$74,952,980	\$10,999,761	\$205,935,639	25.70
Local	\$7,363,571	\$17,321,101	\$11,230,843	\$11,215,195	\$47,130,710	5.88
Other	\$361,764	\$835,496	\$1,178,180	\$462,391	\$2,837,831	0.35

NOTE: Financial Tables run on 2/22/22 and reflect:

FY 2022: NHPP: +\$31,700,000 (Federal: \$25,360,000 Local: \$6,340,000)